

IN THE MATTER OF THE VACATION OF a portion of THE PLAT OF FIRST RAILROAD ADDITION TO DES MOINES, petitioned for by Monte B. Powell, and others, the Council finds as follows: (V-1358)

FIRST: That the petition for vacation was filed on the 11th day of April, 1969, and the Department of Public Works was duly directed to make an examination and a report in writing thereon; that the King County Council fixed the 6th day of October, 1969, as the date of hearing on said report, and caused due notice of said hearing to be given as provided by law.

SECOND: That on the 8th day of July, 1969, the Acting Director, Department of Public Works filed in the offices of the County Council his report in writing as provided by law as follows:

"..we have investigated the above named petition and find that the streets are not improved for travel. We have contacted the several utilities serving the area and are advised that necessary easements have been secured.

"The Department of Planning has also been notified of the petition and it reports that favorable action thereon would not be in conflict with the principles and purposes of the Comprehensive Plan, and the specific plans in the vicinity of the proposed vacations, provided that final approval is given to a re-plat or PUD.

"The petitioner has received preliminary approval of the first division of a Planned Unit Development for the area, called Huntington Park West, PUD-P 69-23. We understand that there will be two subsequent divisions which will be submitted in the future.

"We consider the petitioner's proposal for a replat and a PUD in the area is reasonable and find that the existing street rights of way are not of value to the County road system. We, therefore, recommend that the petition be granted. We also recommend that a date of hearing not be scheduled until the tracings of the final plats of all divisions are received in our platting department.

THIRD: That on the 20th day of August, 1969, the Acting Director, Department of Public Works filed in the office of the County Council an additional report in writing as provided by law as follows:

"..the vacation area will be occupied by a Planned Unit Development and a final plat tracing will not be available until construction is completed and "as built". We recommend that a hearing date be set and the petition be granted on a portion of the property hereinafter described.

FOURTH: That on the 18th day of December, 1969, the Director, Department of Public Works filed in the office of the County Council an additional report in writing as provided by law as follows:

"Please refer to Ordinance #196, approved by your Honorable Body on October 20, 1969, and subsequently enacted without the

signature of the County Executive. It is our understanding that the vacation of the entire Powell Planned Unit Development area was considered by your Honorable Body prior to enactment of the Ordinance. As explained in the Ordinance, however, and for technical reasons because of the nature of Planned Unit Developments, only the legal description of the vacation area to be occupied by the First Division of Powell's P.U.D. was included in the Ordinance.

It is our understanding that the three additional divisions of the Powell P.U.D. have now been approved. We, therefore, submit the following legal descriptions of Divisions 2, 3, and 4, and recommend that a date of hearing be set and the petition granted on the property hereinafter described. The proposed vacation area and the portion previously vacated by Ordinance #00196 is shown on the enclosed map.

FIFTH: Petitioners have requested this vacation for the following reasons as set forth in their petition.

1. A new and better land use plan for this property has been developed and approved as a Planned Unit Development, and a preliminary plat has been approved in conjunction with the Planned Unit Development.
2. The lot and road patterns as approved in 1890 do not meet the standard of modern subdivision design. The lots are too small for model homes and the streets occupy an excessive amount of the area.
3. The values of the surrounding properties will be enhanced by the development of our property in a pattern appropriate to modern-day living.

SIXTH: That upon such hearing, proof of service of such hearing having been made by the Director, Department of Public Safety, the Council having proceeded to hear said petition for vacation and objections thereto, the hearing having been concluded and the King County Council having considered the same, finds:

That the property sought to be vacated is a benefit to the public by said vacation, now, therefore,

IT IS HEREBY ORDAINED that the following described property be vacated in accordance with the recommendation of the Director, Department of Public Works:

Division 2

Those portions of Blocks 18, 25, and 30 in the plat of First Railroad Addition to Des Moines, recorded in Volume 4 of Plats, page 90, records of King County, Washington; TOGETHER WITH adjoining streets and alleys more fully described as follows:

Commencing at the intersection of the centerline of South 249th Street with the centerline of 11th Avenue South; thence North 0°08'17" East 30 feet to the North margin of South 249th Street (extended); thence South 89°43'55" East 30 feet to the East margin

of 11th Avenue South and the Point of Beginning; thence North  $0^{\circ}08'17''$  East along said margin line a distance of 50 feet to the Northwest corner of Lot 29, Block 25 of said Addition, thence North  $89^{\circ}43'55''$  West 175.00 feet to the Westerly margin of the alley of Block 30; thence North  $0^{\circ}08'17''$  East along said alley margin line and the prolongation of same a distance of 350.00 feet to intersect the arc of a curve from which the center lies North  $0^{\circ}16'05''$  East and 1215 feet distance; thence Easterly along said curve to the right through a central angle of  $10^{\circ}18'55''$  an arc distance of 218.74 feet to a point of compound curvature and the beginning of a curve to the left with a radius of 535.00 feet; thence Northeasterly along said curve through a central angle of  $22^{\circ}14'28''$  an arc distance of 207.68 feet to a point of tangency; thence North  $76^{\circ}31'45''$  East 39.07 feet; thence North  $66^{\circ}55'52''$  East 96.48 feet to the beginning of a curve to the left with a radius of 60.00 feet; thence Easterly and Northerly along said curve through a central angle of  $15^{\circ}01'26''$ , an arc distance of 15.73 feet to a point on said curve; said point having a radial line bearing of North  $38^{\circ}05'34''$  West; thence South  $01^{\circ}06'09''$  West 438.86 feet; thence North  $89^{\circ}43'55''$  West 381.45 feet to the Point of Beginning.

#### Division 3

Those portions of Blocks 30 and 37 in the plat of First Railroad Addition to Des Moines, as recorded in Volume 4 of Plats, page 90, records of King County, Washington; TOGETHER with adjoining streets and alleys, more fully described as follows:

Commencing at the intersection of the Easterly right of way of Puget Sound Marine View Drive South (Sign Route 509) with the centerline of South 248th Street; thence South  $00^{\circ}08'17''$  West along said highway margin line, a distance of 40 feet to the Southerly margin of South 248th Street; thence South  $89^{\circ}43'55''$  East along said margin line and the extension of the same, a distance of 275 feet to the Easterly margin of Ninth Avenue South and the Point of Beginning; thence South  $00^{\circ}08'17''$  West along said Easterly margin, a distance of 375 feet to a point on the extension of the North margin line of South 249th Street; thence South  $89^{\circ}43'55''$  East along said North margin line, a distance of 375 feet to the Westerly margin of the alley of Block 30; thence North  $00^{\circ}08'17''$  East along said alley margin line and the prolongation of the same, a distance of 400 feet; thence North  $89^{\circ}43'55''$  West, a distance of 374.90 feet; thence South  $00^{\circ}08'17''$  East, a distance of 25 feet; thence North  $89^{\circ}43'55''$  West to the point of beginning.

#### Division 4

Those portions of Blocks 14, 15, 19, 20, 23, 31, 32 and 35 in the plat of First Railroad Addition to Des Moines as recorded in Volume 4 of Plats, page 90, records of King County, Washington,

TOGETHER WITH adjoining streets and alleys, more fully described as follows:

Commencing at the intersection of the Easterly right of way of Puget Sound Marine View Drive South (Sign Route 509) with the centerline of South 248th Street;

Thence North 00°08'17" East along said highway margin, a distance of 110.00 feet to the Northwest corner of the South 20 feet of Lot 28 in Block 43 of said Addition;

Thence South 89°43'55" East along the North line of said lot and an Easterly prolongation thereof, a distance of 115 feet to the Easterly margin of the alley in said block;

Thence North 00°08'17" East along said alley margin line, a distance of 155.00 feet to the Northwest corner of Lot 7 in said Block 43;

Thence South 89°43'55" East along the prolongation of the North line of said Lot 7, a distance of 160.00 feet to the Northwest corner of Lot 22 in Block 36 of said Addition;

Thence North 00°08'17" East along the West line of said Block 36, a distance of 75.00 feet to the Northwest corner of Lot 19 in said Block;

Thence South 89°43'55" East along the North line of said lot, a distance of 100.00 feet to the East line of said lot;

Thence South 00°08'17" West along said East line, a distance of 25.00 feet to the Southeast corner of said lot;

Thence South 89°43'55" East, a distance of 175 ft. to the Easterly margin of Tenth Avenue South and the Point of Beginning;

Thence North 00°08'17" East along said Easterly margin, a distance of 285 feet;

Thence North 89°43'55" West, a distance of 175 feet to the Northeast corner of Lot 26 in Block 25 of said Addition;

Thence South 00°08'17" West along said East property line, a distance of 25 feet to the Southeast corner of said lot;

Thence North 89°43'55" West along the South line of said lot, a distance of 100 feet to the Easterly margin of Ninth Avenue South;

Thence North 00°08'17" East along the Easterly margin of Ninth Avenue South, a distance of 275 feet to the South margin of South 245th Street;

Thence South 89°43'55" East along said South margin line, a distance of 1237.50 feet to the centerline of the alley of Block 14 of said Addition;

Thence along said alley centerline and the extension of the same through Block 15, South 00°08'17" West, a distance of 838.46 feet to the North line of Wilson's Five Acre Tracts, as recorded in Volume 11 of Plats, page 9, records of King County, Washington;

Thence South  $89^{\circ}40'51''$  West, a distance of 391.66 feet along said North line to the Northwest corner of said Wilson's Five Acre Tracts;

Thence North  $01^{\circ}06'09''$  East, a distance of 14.924 feet to intersect the arc of a curve at a point from which the center lies North  $38^{\circ}05'34''$  West and 60 feet distant;

Thence Easterly and Northerly along said curve through a central angle of  $193^{\circ}25'06''$ , an arc distance of 202.55 feet to a point of tangency;

Thence South  $38^{\circ}29'20''$  West, a distance of 85.62 feet to intersect the arc of a curve at a point from which the center lies North  $13^{\circ}49'26''$  West and 465.00 feet distant;

Thence Westerly along said curve to the right through a central angle of  $17^{\circ}53'02''$ , an arc distance of 145.143 feet to the centerline of the alley of Block 24 of said Addition;

Thence North  $00^{\circ}08'17''$  East along said alley centerline, a distance of 387.27 feet;

Thence North  $89^{\circ}43'55''$  West along the South margin of South 247th Street a distance of 267.50 feet to the Easterly margin of the alley of Block 31 of said Addition;

Thence South  $00^{\circ}08'17''$  West, a distance of 100 feet to the Northwest corner of Lot 5 in Block 31 of said Addition;

Thence North  $89^{\circ}43'55''$  West, a distance of 115 feet to the Point of Beginning.

PASSED this 30<sup>th</sup> day of March, 1970

COUNTY COUNCIL  
KING COUNTY, WASHINGTON

Bill Ream  
Chairman

ATTEST:  
Clerk of the Council

Ralph A. Stender  
Clerk

ORDINANCE READINGS

1st 2-24-70

2nd 3-30-70

3rd 3-30-70

Effective Date                     

APPROVED this 31<sup>st</sup> day of March, 1970

John J. Feller  
County Executive

/adc